NEW-YORK, MONDAY, JULY 4, 1870.

# Vel. XXX .... No. 9,123.

# WASHINGTON.

THE OPPOSITION TO MR. MURPHY'S CONFIRMA-TION AS COLLECTOR—ANOTHER MOVEMENT TO AROLISH THE INCOME TAX IN THE SENATE—PROSPECTS OF AN AGREEMENT ON THE PUNDING BILL—REJECTION OF SOUTHERN OANDIDATES AT THE NAVAL ACADEMY.

BY TELEGRAPH TO THE TELECOM (BY TELEGRAPH TO THE TRIBUNE.)

WASHINGTON, July 3, 1870. The nomination of Mr. Murphy as Collector of the Port of New York has not yet been referred to a Committee. At the next Executive session, it will be remittee. ferred to the Committee on Commerce, of which Senator Conkling is a member. There is no intimation as yet that charges are to be preferred against Mr. Murphy, and it is not at all likely that any will be. Out of cour tesy to Senator Conkling, whatever may be the feeling of the Committee, the nomination will be reported back favorably. It is pretty evident that there is to be a very bitter fight between Senator Cenkling and Gev. Fenten over the nomination. The former is very confident that Mr. Murphy will be confirmed, while the latter is equally confident that he will be rejected. Senator Conkling says that President Grant selected Mr. Murphy without consulting any members of the New-York delegation in either House, neither did he consult any man outside of the State, but selected him on his own responsibility. It appears that Mr. Murphy is backed by a large number of the most influential mer-chants and bankers in New-York City, who recommend him in the strongest terms as being peculiarly qualified for the position. This fact, when it is known, and the names of the persons are laid before the Senate, will have great weight with many Schaters in controlling seir votes. The feeling among the New-York members, which manifested itself so strongly on Friday, has greatly subsided, and many of them, although opposed to the choice of the President, and are of the on that more harm will be done the party in their State by making war on the President's nominee than by quiet acquiescence in the nomination. Senator of the party demands Mr. Marchy's rejection, and to this end he will fight him at every step in the Senate. He has telegraphed to prominent Republicans throughout New York State to join him in his effort, and get up such a storm of indignation as will compel the Senate to listen

There is still a probability that the Income Tax will be abolished before the Tax and Tariff bill gets through the Senate. Senator Conkling, who was ill and confined to his bed on Prilay evening, when the Tax was renewed, will to-morrow make a motion to strike it out. He expects to be able to carry his motion. Four Senators, who have all along persistently spoken and voted against extending the tax, on Friday voted the other way.

in the House Funding bill, and ask for a Committee of Conference. He has no doubt that a judicious measure will be agreed upon, and one that will be acceptable to Mr. Boutwell. Both the Ways and Means Committee and the House are willing to yield something in order to secure a Funding bill. All admit the importance of measure that will insure the funding of the bonds at a

suming nearly the whole day's session on the Naturalization bill, and notwithstanding that there was an agreement made when the bill was up previously that a vote should be taken, no vote was had, several Schators refusing to keep faith. Bilis from several Committees Mr. Ramsey, from the Committee on Post-Offices and Post-Reads, reported with an amendment a bill to establish a transatlantic postal telegraph service by American cable. A motion to adjourn until Tuesday was rejected by Yeas, 22; Nays, 28. Mr. Morrill of Maine, from the Committee of Conference on the Indian Appropriation bill, reported that the Committee were unable to agree, and a new Conference mittee was ordered. The report of the Committee Agents was adopted. The House will not be in norrow, and consequently a large number of its members are at home to celebrate the Fourth. Yesterday the Committee on Public Lands and Patents were called, and the House disposed of a large amount of business reported from that Committee. The report of the Conference Committee on the bill to amend and revise the Patent and Copyright laws was agreed to. The remainder of the day was devoted to a Louisiana contested election case. Mr. Paine has twenty of these cases yet to report to the fore adjournment. Judging from the progress made on the case of yesterday, to carry out Mr. Paine's wishes would occupy the time of the House for the remainder of

The Board of Visitors at the Naval Academy at Anfor the 1871 Class, to commence in September have reported against a number of them. The largest s of the rejected class are from the Southern Academy is from 14 to 17, or three years younger than pass from the districts in the Southern States range in age from 14 to 15, and this fact, in connection with another, that these boys have not had a fair chance for has induced Secretary Robeson to order that they be alsowed to continue their studies until next September. andergoing the second examination. The Secretary pass. He has to fill all the vacancles made by the failure of candidates, and to-day emphatically expressed him self as desirous that the Southern States should have

The full text of the debt statement was telegraphed from this city to London, Paris, Hamburg, Berlin, and Vienna, on Friday, by Mr. Connant, Chief of the Finance Division of the Treasury Department. The statement

was sent in English and German.

The Second Controller has decided that the Government, in settling accounts with army and navy officers, has a legal right to deduct balances due to the Government from the pay and allowances of the officers and

An old veteran presented a claim to Secretary Boutwell yesterday for a molety from a penalty of \$3,000, collected from a smuggler in 1813. The claimant was a soldier on guard on the Canada line, and captured the smuggler with his goods. The records of the Government were subsequently burned, and of course the Secretary, having

no papers or dates, disallowed the claim.

The Secretary of the Navy has ordered Rear-Admiral ascertain the facts regarding the recent collision be tween the U.S. steamers Terror and Severn at Kew that the Navy Department intends to adopt rigid

measures to prevent them in the future.

The following are the changes made in the New-York Post-Offices during the week ending July 1, 1870;

Eriscoe, Sallivan Co.—George Sturdevant, Postmaster.

Brighton, Monroe Co.—Erra Rosebrough.

De Kalb, St. Lawrence Co.—Lloyd D. Townsley.

Redfield, Oswego Co.—J. M. Brower.

Rexhary, Delaware Co.—Orrin A. Meeker.

Spencerport, Monroe Co.—Sarah F. Lincoln.

West Hoesick, Remsscher Co.—F. Carter,

West Webster, Monroe Co.—Charles Goetzman.

FOR JULY-NEGOTIATIONS FOR A NEW POSTAL CONVENTION OPENED WITH FRANCE — A

FRAUDULENT CLAIM. The Secretary of the Treasury has directed the Assist-

aut Treasurer at New-York to sell one million of gold on each Wednesday of the mouth of July, the first and third sales on account of the "Special Fund," and the second and fourth on account of the "Sinking Fund." Durchase one million of bonds on the first and third Thursdays on account of the "Staking Fund," and two millions on the second and fourth Thursdays on account

of the "Special Fund." Negotiations for a Postal Convention between the United States and France have been reopened by the French Minister, under instructions from his Government. Postmaster-General Creswell has submitted modi-fied propositions of a liberal character, based upon the provisions of the new Postal Convention with North Ger-many, which will probably be approved by the French Government.

many, which will probably be approved by the Frence Government.

The House Committee on Public Lands have reported a bill to repeal the act of June 11, 1666, confirming the claim of José Dominguez to a tract of land named Los Pietos y Najalayegua, situate in Santa Barbara County, California, three leagues in extent. Thay say, from the svidence before them, that "the fraudulent attempt to lamper with the records of the Surveyor-General's Office was successful. Take the matter in all its phases and screecing the boldest and most actounding case of at-

tempted fraud and swindling your Committee has yet been called upon to examine.

The following nominations were sent to the Senate

to-day:

Postenators.—Calvin Spinner at Molone, N. Y.; Mary Daniel at Wilsee, N. C.; James M. Birkinson at Boscobel, Vis.; Peter A. Ganlin at
Clearfield, Penn.; George W. Dary at Phillipabure. Penn.; John A. Warren at Henry, Ili.; O. S. Woodcock at Elmwood, Ill.
The Hon. D. S. Norton of Minnesota has been absent
from his seat in the Senate for several weeks, in conserences of Anterna Ullipas.

from his seat in the Senate for several weeks, in consequence of extreme lilness.

The report of the Naval Board which was returned last week by the Secretary of the Navy for more definite action in relation to the nuisance opposite the Marine Barracks, in Brooklyn, New-York, has been forwarded to the Department with the further statement that the odors and gases complained of come from the establishment of C. T. Reynolds & Co., and that the odors and gases are sickening, massenting and deleterious to health. The Board arrived at this conclusion by a personal examination and the tectimony of other parties.

COST OF LABOR AND SUBSISTENCE IN THE UNITED STATES.

WASHINGTON, July 3 .- A document on this subject of about 75 pages, prepared by Mr. Edward Young, Chief of the Bureau of Statistics, for the Special Commissioner of the Revenue, is now in type and nearly ready for distribution. It contains tables of the average weekly wages paid in the various industrial establish

weekly wages paid in the various industrial establishments of the United States (from "Agricultural Implement Factories" to "Woolen Mills") in the respective years 1867 and 1869. The tables are the result of inquiries made of the proprietors of the respective establishments. This division embraces about 30 pages.

Several pages are devoted to the wages paid in the leading mechanical employments (from blacksmiths to wheelwrights) in every State and Territory-in the Union, giving the average daily rates, with board and without board, in the respective years 1867 and 1869, and a recapitulation by sections. About twelve pages are devoted to this branch. The average daily and monthly wages of both experienced and ordinary hands, including farm and other common and domestic laisor in Sumer and in Winter, with and without board, in each State and Territory of the Union, are given for the respective years 1861 and 1869, also a recapitulation by sections. To complete the preceding tables of wages, the average cost of provisions, groceries, fuel, and leading articles of dry goods, as well as of house rent and board, are given in each State and Territory for the years 1867 and 1860; also a recapitulation by sections—the list embracing 59 distinct items; a statement showing the average weekly expenditures of workingmen's families in the manufacturing fowns of the United States, and another glying the average income and expenditure of similar families in Belgium.

To ascertain whether the high rents paid by workmen

another giving the average income and expenditure of similar families in Belgium.

To ascertain whether the high rents paid by workmen were justified by the increased cost of building, inquiries were addressed to leading builders in various cities and manufacturing towns, asking the cost in 1861 and 1869, respectively, of the various materials, as well as of labor, employed in the erection of dwellings for workingmen. The result shows the increase in the cost of materials to have been 58 per cent; of labor, 169 per cent, and of building lots, 147 per cent.

The following comparison of the average weekly wages paid to persons employed in woolen mills, in England and the United States, in the years 1867 and 1869, respectively, is taken from the table on wages in woolen mills:

—Accorage Wages (gold rabos)—

	U. S.,	England,	Per cent in
Occupations,	1069.	1007.	favor of U. S.
Wool sorters	<b>条</b> 世 35	#6 75	19.16
Wool washers	6 35	5.50	13.38
Dices	9-56	5.50	42.46
Overseers	12 76	9 60	29.46
Pickers		5.00	7.40
Carders	4 67	3 85	17.56
Frances	E 62	6.00	30.39
Warpers and beamers	6 71	5.63	16.09
Reelers	3.78	2.75	27.25
Wesvers	6.06	4 67	22.93
Burlers	3 48	2 49	34.38
Fullers	6 10	5.75	14.81
Drewers	6.22	5.10	11.57
Finishers	7 (7	6 00	19.67
In the preparation of this v	vork Mr.	Young 1	ias simply
presented facts and figures.	eaving it	to the	render to

draw such inferences as the data before him seem to

## FIRE IN BROOKLYN.

About 4 o'clock, a. m. on Sunday, the lumber-yard of Ebenezer Smith, on the cerner of Hudson ive, and Concord-st., Brooklyn, was discovered to be on fire, and before the flames were extinguished the place and several adjoining frame buildings were burned. Mr. Smith's yard was almost empty of timber, and his loss Smith's yard was almost empty of timber, and his loss will not be over \$2,500. The liquor store of John Hickley, on the corner opposite, and one adjoining, were burned; loss, \$4,000; insured for the full amount by the Phenix Company. Two sheds owned by Thomas Cassidy were burned, loss, \$2,000; not insured. Mrs. Vandeveer's resistence, a frame building on Concordest, was damaged about \$5,000. Patrick Adams lost \$2,00 on trucks and stable. William Scaly lost \$100 on harness. The front of Mr. Ward's house, No. 184 Hudson-ave., was burned off; loss, \$500. The family of Francia Manning, No. 184 Concordest, were obliged to leap from the upper windows of the building to escape the flames. During the fire a barrel of oil expladed on the sidewalk and looke the curb stone into splinters, beside injuring slightly several persons standing near. The fire is believed to have been the work of an incendiary.

# BURGLAR SHOT.

At about 13 o'clock on Saturday morning Mr. Adolph Schmidt, a clerk in the grocery store of J. F. night sleeps in the store, was aroused by the noise made by some persons prowling about the premises. Revolver in hand, Mr. Schmidt opened the back door and saw a man standing within a few paces of the house, apparently intent upon no honest mission. As soon as he discovered the presence of Schmidt, the stranger raised his revolver, but before he could fire Mr. Schmidt fred, and the robber dropped. Seeing the approach of three other men. Schmidt stepped within the store, not, however, before one of hiem fired at him, the balls grazing his head. The three new-comers then dragged their comrade to a boat at the dock in front of the store and made their escape, though hotly pursued by some neighbors who had arrived. No clue to the strangers has been found other than a Colt's revolver and some burglars tools near where the wounded man fell. This is the second time Mr. Wiesehusen's store has been attacked within a year, and once it was fired and almost wholly burned. Wissehnsen, in the town of Belleville, N. J., and who at

PHILADELPHIA O. U. A. M. IN NEWARK.

Delegates from the different lodges of the Order of United American Mechanics of Philadelphia visited Newark on Saturday afternoon, as the guests of e Order in that city. Seven Newark lodges marched to the Market-st. depot to receive their guests at 4 o'clock to the Market-st. depot to receive their guests at 4 o'clock, after which they marched through the city, accompanied by music, to the Kink, where a collation was partaken of. Tonsts were drank and responded to as follows: "Our Visiting Richleren," Mr. Helverson of Philadelphia; "Memory of Washington;" "The President of the Enited States;" "Our Native Land," Leni, Ellison, Jr., of Newark; "Our Order," a Philadelphia nember; "The Press," Dr. 8. P. Hunt of The Daily Advertiser, Newark; "Our Country's Flag," Col. William Ward of Newark; "Our Army and Navy;" "The Mechanical Workingman," John H. Edwards of Newark; Yesterday the delegation passed the day in Newark; today the Philadelphians are expected in this city, and to morrow will go on a ple-nic with members of the Order resident here.

# A WIFE KILLS HER HUSBAND.

On Saturday evening Michael Madden and his wife, o cupying a wretched rear basement in the cated, quarreled. The woman seized a heavy stick and best her husband about the head and body. He finally recovered, and his injuries were not deemed serious. Yesterday afternoon he became suddenly worse, and and before medical aid could be summoned. Coroner Flyan will investigate the matter to-day.

# PERSONALITIES-BY TELEGRAPH.

The Fourth of July will be celebrated in Cin-bra formal op-ning of blen Park, which embraces 100 acres, 200 one the river, and looking down upon the city. ....The Odd-Fellows of North-Western Pennsyl

will have a grand celebrat or at Mendville, Penn. to-day. Addresses under by Vice President Colfax and Past Grand Master. John W. 

CRIMES AND CASUALTIES-BY TELEGRAPH. ....James Wheeler was drewned on Friday night in a pood near Provideace, while interiented.

John S. Bull, eight years of age, residing in East Allany, was run over by a car on the Hadson fiver Railroad on Saturday and killed.

...The wife of Horntio F. Slater of Pharsalia, ango County, N. Y., committed suicide Thursday night by banging if to a ratter of the bouse.

menced to six years' imprisonment.

Thomas Hill, colored, of Philadelphia, conconsiderable, in killing a General baker named John C. Nagle

has been sentenced to eight years imprisonment.

Amos G. Thomas, a clerk of the Providence and
Worester Rathoud Computy, was fatally injured yestershay by being run
over by a train of cars. Its was a Captain in the Rhode Island Volunteers.

An accident occurred on the Rock Island and the Railway, on Saturday, near Homestead, Inwa, caused by the break of an axle. William Tallord of Marengo was instantly killed and sev others wounded. A serious fire occurred at Corning, Stenben.
County, Il miles west of kluins, petteriay morning, by which the four and plaster mills of John Brough and Borwick were destroyed. Loss, \$65,000; insurance, \$40,000.

The town of Oroville, Cal., was nearly see by fire yesterlar. The buildings were mostly of wood, and with such rapidity that the inmates barely escaped with their The loss is heavy, and is partly insured.

The loss is heavy, and is partly insured.

The livery stable of James Donnelly and the

## FOREIGN NEWS. ..

GREAT BRITAIN. EARL CLARENDON'S FUNERAL—THE TRADE RIOTS

IN CORK. LONDON, July 3, 1870. The funeral of the late Earl of Clarendon took place at Watford, in the County of Herts, yesterday. A large crowd assembled to pay their last respects to the illustrious dead. The chief mourners, with the remains, proceeded to Watford by rail. During the procession the coronet was berne before the hearse by the deceased's valet. Following the hearse were nine carriages, containing the Right Hon. Charles Pelham Villiers, the brother of the Earl of Clarendon; Lord Skelmersdale and Edward Robert Bulwer Lytton, the sons-in-law of the deceased, and William George Granville Vernon-Harcourt, and the Earls of Derby and Essex and many others.

The clothiers of Cork are still importing German operatives to take the place of the strikers. Fears are consc quently ffelt of a renewal of the disorders. It is understood that the Right Hon. William E. Forster, Vice-President of the Council, will be appointed Minister of Education, if the Educational bill, now before

Parliament, which provides for such an office, shall

FRANCE. THE REQUEST OF THE ORLEANS PRINCES RE

FUSED-EDITORS PROSECUTED. Paris, July 3, 1870. After a long discussion in the Corps Legislatif, yesterday, the petition of the Orleans Princes was rejected by a vote of 174 to 31. This decided vote is considered the final disposition of the stbject.

The Figure (independent journal) was yesterday prosecuted for a violation of the press law, the particular offense being the publication of a false anecdote of the Emperor and the late Earl of Clarendon.

The editor of the Reveil (irreconcilable organ) has been prosecuted for having reproduced the "false" anecdote of the Emperor and the Earl of Clarendon from the

columns of the Figaro. M. Delescluze, the editor-inchief of the Reveil, was sentenced to thirteen months The Duke de Grammont, Minister of Foreign Affairs, will soon communicate to both Chambers the correspond

## ence relative to the Œcumenical Council.

NO RE-ENFORCEMENTS DESIRED FOR CUBA.

MADRID, July 3, 1870. The reports recently published that Capt .-Gen. De Rodas had demanded reënforcements for the army in Cuba were officially denied yesterday. The complimentary dinner to Senor Castelar, which was contemplated by the Abelitionists, has been deferred.

THE INFALLIBILITY DISCUSSION TO BE CLOSED THIS WEEK-RUSSIAN ROMAN CATHOLICS THREATENING TO JOIN THE GREEK CHURCH. ROME, July 3, 1870.

The discussion on the dogma of Infallibility will certainly close this week. The Czech Catholics residing in St. Petersburgh pubicly announce their determination to adopt the Greek faith should the dogma of papal infallibility be adopted.

DESTRUCTIVE EARTHQUAKE-A TOWN IN RUINS AND AN ISLAND ENGULFED.

VIENNA, July 3, 1870. Advices have been received here stating that a sharp earthquake was experienced throughout Greece on Friday. The town of Sartoria is a heap of ruins, and an island in that neighborhood suddenly disappeared at the time of the shock.

## CUBA.

PLANTERS ADVOCATING ABOLITION-THE CHOL-ERA AND SMALL-POX.

HAVANA, July 2.-A meeting of planters and wealthy slave-owners was held at the Governor-General's palace last night. The parties were unanimous in their approval of the abolition of Slavery by the Cortes of the mother country, and in their disposition to obey the laws, but request that they may be consulted as to the mamer of currying out the law, so as to prevent the negrees from becoming vagrants; and also to organize a system by which agricultural interests will be maintained. The slaves will remain with their present maters, but will be placed under contract, and will receive the same pay for their services as is paid to other freedmen.

...Prince Napoleon has sailed in his yacht for the Norwegian coast.

.The July coupons on the Spanish bonds

.The roof of Fawcett's foundery in Liverol fell on Saturday, one werkman being yeral seriously injured.

.During last week, 18,000 emigrants left rpool for the different American ports, nine-tenths em sailing for this city.

... Señor Figaniere, who was recently ap ed Portuguese Minister to Washington, has bee

pointed Portuguese Minister to Washington, has been transferred to St. Petersburg.

M. Prévost Paradol, the new French Min-

ter to Washington, left Havre on Saturday, it eamship Lafayette, for this city. ... The Emperor Napoleon will wear mourning for eight days out of

ing for eight days, out of respect to the memory Jerome Paterson Bonsparte of Baltimore.

Mrs. Waters, the English "baby farmer,"

has been found guilty, by a coroner's jury, of and starving several infants left in her charge. ....The modification in the naturalization laws of England is exciting attention on the Continent, and Holland will probably make similar alterations in her laws.

Mr. Washburne, the American Minister to Paris, has left that city for the German watering places. Col. Hoffman, Secretary of Legation, will act during his absence.

The London Spectator, in an article criticising the Indian policy of the United States, anticipates an immediate Indian war which will result in the exter-mination of the race of the red men.

. The Manchester Examiner applauds the idea of an American monument to Charles Dickens, but assumes that the project will be dismissed when Mr. Dickens's objections to any such honor are fully known.

# THE GREAT STEAMBOAT RACE.

THE R. E. LEE ONE HOUR AHEAD OF THE NATCHEZ-DESCRIPTION OF THE BOATS-RIVALRY BETWEEN THE CINCINNATI AND LOUISVILLE STEAMBOAT BUILDERS.

LOUISVILLE, Ky., July 3.—The Western country is greatly excited over the race between the steamers R. E. Lee and Natchez from New-Orleans to Cairo. Sev eral hundred thousand dollars are staked on the result in this city alone. The quickest time on record is ex-

eral hundred thousand dollars are staked on the result in this city alone. The quickest time on record is expected. The two boats left New-Orleans last Thursday evening at 5 o'clock. The Lee passed Memphis last night at 10:14 o'clock, her time from New-Orleans being 2 days, 6 hours, 9 minutes. The Natchez was an hour behind the Lee, having lost time by the breaking of her pump. The Natchez, which is the newer boat by some three years, was built last year at Cincinnati, and is 30; feet 6 inches long, by 45 feet beam, 38; feet floor, and 16 feet hold. She has eight high pressure boilers, making all the steam she can possible work. She is propelled by two high pressure cylinders, 34 inches diameter by 10 feet-stroke, and works a water-wheel of 42 feet and 11 inches in diameter, with 15 feet 75 inches length of bucket, 26 inches wide. She has a beautiful model. The Robert E. Lee, though three years older than the Natchez, has been kept in such thorough repair that she may be said to be as good as new. She is 360 feet long by 46 feet beam, and 36 feet floor, and 95 feet depth of hold. She has eight very large boilers. Her cylinders, the largest high pressure ever built in the West, are 40 leches in diameter with 16 feet stroke, turning a water-wheel of 33 feet in diameter, with 16 feet stroke, turning a water-wheel of 32 feet in diameter, with 16 feet stroke, turning a water-wheel of 32 feet in diameter, with 16 feet seem and 25 inches length of buckets, 26 inches wide. Thus it will be seen that the Natchez is 7 feet longer than the Lee-has 5 feet 11 inches more diameter of wheel than the Lee with 15 inches lens of bucket, which are in both boats the same width. She bas the same length of stroke as the Lee, with 6 inches less diameter of cylinder, and carries about the same freight. Neither best carries any more than their Custom-House measurement, which in the Lee is 140; turn. The Lee has never before run for time.

The race grew primarily out of a rivalry that has long existed between the steamboat builders of Ci

New-Orleans and St. Louis, made in 1844 by the J. M. White, has been the fastest. That time was three days, 23 hours and nine minutes. But on the 22d of June the Natcher, a Cincinnati-built boat, arrived at St. Louis, having made the trip from New-Orleans in three days, 21 hours and 58 minutes, thus beating the time of the J. M. White by one hour and 11 minutes. The R. E. Lee was built at Louisville, and having iong claimed to be the fastest boat on the river, it was at once determined the attempt should be made to beat the time of the Natchez. So she stripped herself for a race, steamed down to New-Orleans and waited quietly for the Natchez to make its appearance. The Natchez, it is said, made no such unusual preparations as the Lee. The latter boat arranged to have its fuel supplied from barges stationed in the middle of the stream, while the former made its regular landings, and receved its fuel in the ordinary manner. In other respects, also, the Lee is reported to be in better running trim than the Natchez. If she beats, therefore, it will not afford conclusive proof that she is the fastest boat. That can not be settled until the boats are tried under similar conditions. It is also proper to state that the Natchez has a full complement of passengers, while the Lee has none.

# POLITICAL.

THE NEW CONSTITUTION ADOPTED.

CHICAGO, July 3.-An election took place throughout this State yesterday, upon the question of the adoption of the new Constitution. But few scattering returns have been received, but enough to make it certain that the Constitution as a whole and each of the eight propositions submitted to a separate vote have been adopted by a large majority. If there be any exception to this statement it is on the question of minority representation. At this hour there seems little or no doubt of the success of that proposition. In the Sixth Judicial District William K. McAllis ter (Independent) is probably elected Judge of the Su preme Court over Charles Hitchcock, the regular Republican nominee. In the Second Judicial District, Anthony Thornton (Independent) is probably elected Judge of th Supreme Court over the regular nominees.

## THE COLLECTORSHIP.

The nomination of Thomas Murphy for Colector of the Port of New-York, has produced con siderable excitement among politicians in the city. Mr. Murphy has a strong following, and his friends express great confidence in his confirmation. He is, on the other hand, as vehemently opposed. His opponents make many and loud charges, some of them, including the most damaging, being very vague as to particulars. The most specific charge is that Mr. Murphy betrayed the Republican party in 1866, when he was Chairman of one of its rival Committees, by securing the indorsement of John T. Hoffman for Governor, and himself voted for Hoffman. His enemies using the series of resolutions passed by the Committee styling itself "The Regular Republican Union General Committee," and signed by the officers of the organization, Thomas Murphy, President; A. J. Dittenhoefer, Vice-President; Charles H. Hall, Secretary. The last of this series of resolutions was as follows:

Resolved, That adhering with earnest and conscient Resolved, That adhering with earnest and conscientions conviction to these great truths, we can support as candidates for office only those who in good faith substantially entertain and indorse them; to all such, in the pending canvass, irrespective of former political designations, we pledge our cordial and hearty support; that in John T. Hoffman and Robert H. Pruyn, the National Union candidates for Governor and Lieutenant-Governor, we recognize candidates who are earnest supporters of these great doctrines, and we pledge to them our heartiest efforts.

Florida has two independent candidates for Congress—State Senator W. H. Kendrick and Lemuel Wilson. The former has been a Democrat, but announces that he will not be pledged to the support of any political

A Missouri paper reports that Jeff. Thompson, who is now in that State, has said that he will bereafter act with the Republican party, that being the only party

The Charleston Republican says: "The Republican State ticket will be nominated probably on the publican State ticket will be nominated probably on the 26th of July next. The candidates for Congress will probably be put in nomination within three or four weeks thereafter. This will open the campaign through-out the entire State. And this is all we want, till toward the end of the campaign—until at least the ist of Octo-ber. For this there are the soundest of political reasons."

# NEW-YORK AND QUEBEC.

DIRECT RAILROAD COMMUNICATION - NEARLY FOUR HOURS SAVED.

The Wassawippi Valley Railroad, from Newport, Vt., or southern point of Lake Memphremagog to Lennexville, a distance of 37 miles, and forming a connecting link between the Connecticut River Valley Railroad in the United States, and the Grand Trunk Railroad in Canada, makes a complete chain of direct railroad amunication between New-York and Quebec. This road was formally opened in Friday, with demo tions of rejoicing on both sides of the frontier line, lnas-much as it will effect a saving of nearly four hours' time, equal to so miles of railroad travel, between the two

f 20 miles. Heretofore passengers via New Haven, Hartford, Heretofore passengers via New-Haven, Hartford Springfield, Northampion, Bratileboro, Bellows Falls White River, Wells River, and Newport, have proceeded from the latter place by steam en Lake Mempremagos 30 miles, to Magog, thence by steam 20 miles to Sher brooke; connecting there with the trains of the Gran Trunk Railway, the journey from Newport to Sherbrook occupying 54 hours, while the trip by rail is now made h two hours, and the running time will soon be reduced The new railroad runs through a delightful and fertile

country.

Shortly after the train reached Lennoxville a special train arrived with a large number of prominent Canadians who had been invited to participate in the festivities. Among the latter were Sir Alex. T. Galt, M. P., and late Minister of Finance; Alex. Moisom, esq., banker, Montreal; C. S. Brydges, the well-known railroad king of Canada and General Manager of the Grand Trunk Eailway; John H. Pope, M. P. for Compton County; C. C. Colby, M. P. for Stanstead County; H. Bailey, Superintendent of Eastern Division of the Grand Trunk Railway; P. C. Stratton of the Grand Trunk Railway; P. C. Stratton of the Grand Trunk Railway; P. C. Stratton of the Grand Trunk Railway; H. Hogan of Montreal, E. P. Haniford, Montreal; W. J. McAdams, Quebec; A. Knight of Stanstead, S. W. Foster, Knowlton, and others, also Charles Robinson, esq., United States Consul at Quebec. After partaking of an excellent lunch at Lennoxville the managers and guests proceeded over the road to Newport, and sat down to dinner at the Memphremagog House, and at the conclusion of the repast, went on board of the steamer Lady of the Lake, and proceeded on an excursion among the picture-sque islands, and to many objects of interest which can be seen along the shores of the lake. Among the gentlemen connected with the American lines of railroad who were present, were Henry Keyes, esq., President of the Connecticut and Passampsic River Railroad; D. S. Harris, President of the Connecticut River Railroad; D. S. Harris, President of the Connecticut River Railroad; A. N. Ramsdell, President of the New-London Northern Railroad; Mr. Lovering, Treasurer of the Passungpsic River Railroad; Geo. A. Merrill, Superintendent of the Rutland and Burlington Railroad; Judge Redfield, Montpelier, Vt.; Renj. Stark, New-London; Capt. Peck, New-Haven; C. W. Northam, Hartford, and other directors of the roads and those connecting with it.

The Wassawippl Valley Railroad was opened for public Shortly after the train reached Lennoxville a special

W. Northam, Hartford, and other directors of the roads and those connecting with it.

The Wassawippi Valley kailroad was opened for public travel on Saturday, and passengers who left Lennoxville, Canada, at 8 o'clock a.m., reached this city at 11:20 p. m. the same day, running the distance of 402 miles, including stops, in a little over 18 hours. As soon as arrangements are made for running express trains over the route, the running time will be considerably reduced.

PORTCHESTER AND HARLEM RIVER RAILROAD. Another large meeting of the citizens of Westchester was held in the Town Hall on Friday even ing, at the call of the Hon. Edward Haight, to hear the report of the committee appointed at a late meeting to examine and ascertain how large a sum of money would examine and ascertain how large a sum of money would be necessary to get the right of way for the Portchester and Harlem River Road through the town. The meeting organized by appointing Wm. Watson, esq., Chairman, and the Hon. Ed. Haight, Secretary. Mr. R. H. Ludlow, on behalf of the Commattee, then read and explained the report, which was in substance as follows: That the railroad company shall take \$15.000, the amount to be raised by subscription by property-owners in the town, and settle the right of way with the holders of the land themselves, and build the road; and that where no agreement can be had, that they shall apply to the Supreme Court and have appraisers appointed to value the land taken. It is understood that the Company has already the right of way through two parcels of land, and that one or more others have promised or are expected to give the right of way through two parcels of land, and that one or more others have promised or are expected to give the right of way through their estates. The residue to be obtained is about is acres, which the committee is of opinion can be obtained on reasonable terms, either by purchase or commission by the Company. A resolution was adopted unanimously that the committee to call on the inhabitants and solicit subscriptions, and that when the amount required has been subscribed that the list, to gether with the report of the committee, shall be forwarded to the Railroad Company. In case the aggregate sum subscribed should exceed the amount necessary for right of-way, then the subscribers shall only contribute prorata according to their respective subscriptions. If is also expressly mentioned that unleas the full compined to the company until they have begun the work in the town, or 10 days thereafter. The costs of the Courts. &c., are to be borne by the Company.

Mr. Lucilow stared that the Committee from the Towns of Pelham and West-Farms reported favorably, and gave an interesting account of the advantage that the road would be to property holders, and cite be necessary to get the right of way for the Portchester

their sub-Committee, Messrs. Rowne, Hendrick, Hatfield and M. O. Watson. The work of obtaining suiscriptions will be begun at once, and should the mission
prove successful, the construction of this much talked of
road will be commenced this month, and by next May
road will be commenced this month, and by next May
the facilities for communication and rapid transit between this city and the lower portion of Westchester
Country will have been permanently established. The
track will be a double one, with steel rails, and as good
as any in the State. The line adopted for the road is by
the way of Pelham Bridge and St. Raymond's Catholic
Church, and thence to West-Farms and Harlem.

DIS STROUS FIRE AT SEA.

BURNING OF THE STEAMER TENNESSEE.

FULL PARTICULARS BY A PASSENGER.

To the Editor of The Tribune.

SIR: On Tuesday evening the beautiful steamer
at Charleston for New-York, at 6 o'clock p. m. She
had more than 50 passengers, and a large of the

# OUT-DOOR SPORTS.

BASE-BALL.

BASE-BALL.

ROSE HILL VS. ALPHA.

The Rose Hill (St. John's College) and Alpha Clubs played at the Union Grounds on Saturday, the former winning by a score of two to one. The score by innings is as follows:

| ISSINGA. |

RED STOCKINGS VS. FOREST CITY.

A close and exciting game was played at Cineinnation saturday, between the Red Stockings and Forest City Club of Rockford, Ill. For reasons not assigned, Geo. Wright did not appear in this game, and to his absence may be attributed the closeness of the score, which was 14 and 13, the Cincinnatians winning by one run.

which was 14 and 13, the Cincinnatians winning by one run.

TOUR OF THE HARVARD CLUB.

The Harvard College Club leave Boston this morning on the most extended tour ever before undertaken by a college nine. Upward of 30 games have been provided for with clubs of the highest fame both East and West. The encouragement from San Francisco was not sufficient to warrant the extension of the trip to that city. The games have been so arranged as to allow of the Club visiting the objects of interest on or near the route. The following is the official programme: Yale, New-Haven, July 4; Rose Hill of Fordham, N. Y., at N. Y., at N. W. Haven, July 4; Rose Hill of Fordham, N. Y., at N. W. Haven, July 4; Rose Hill of Fordham, N. Y., at N. W. Haven, July 4; Rose Hill of Fordham, N. Y., at N. W. Haven, July 4; Rose Hill of Fordham, N. Y., at N. W. Haven, July 4; Rose Hill of Fordham, N. Y., at N. W. Haven, July 4; Rose Hill of Fordham, N. Y., at N. W. Haven, July 4; Rose Hill of Fordham, N. Y., at N. W. Haven, July 4; Louis, N. Louis, Louis, M. Y. A. Louis, M. Y. A. Louis, M. Y

# LA CROSSE. The Knickerbocker La Crosse Club of Brooklyn play to-day at Carroll Park.

## CRICKET.

The famous Germantown Club of Philadel-hia will arrive in New-York on the 6th inst., and play a wo-day game with St. George, at the latter's grounds, in Indson City.

The Second Elevens of the New-York and Paterson clubs play to-morrow on the New-York gr foot of Ninth-st., Hoboken.

A movement is on foot in Halifax looking to a visit to the States by the Phentx Clob of that city.

## AQUATIC.

\*THE OCEAN YACHT RACE. One of the most interesting events in the history of to-day is the departure from the west coast of Ireland of the American yacht Dauntless, Capt. J. G. Bennett, jr., and the English yacht Cambria, Capt. Ash bury, on their ocean race to Sandy Heek Point, New-York. The latest particulars concerning the vessels by the cable is given below, from which it will be seen that the original starting point, old Kinsale Head, has been changed to Daunt Head buoy.

LONDON, July 3, 1870.

London, July 3, 1876.

There is much interest felt in the International Yacht
Bace between Mr. Ashbury's Cambria and Mr. Bennett's
Dauntless. All the details for the start were finally
fixed yesterday. It was at first proposed to start from
Old Head of Kinsale, about 15 miles from the entrance
of Cork harbor; but to-day Daunt Head buoy was substituted. Daunt Head is about 13 miles further cast than
Kinsale Head, and within a short distance of Cork
harbor.

harbor.

It is reported that the crew of the Cambria became dissisted, and that Mr. Ashbury has been obliged to shi a new one at Cork.

The race between the Columbia and Atalanta lubs, announced for saturday, was postponed for one Under a slight south-west breeze, on Satur-

d by the remainder of the vessels yesterday. Traita is to be sailed from Nyack to Stony Point. At Rutherford Park to-day, the newly-organd boat club will hold a regatta for amateurs, to the invitations have been sent to all the an iss in the Hudson Association. The programme chies in the Hudson Association. The programme is follows: 12 m., grand review; 1 p. m., race for four-oar shells, three miles—prize, a set of colors; 14 p. m., ra for single-scull shells, two miles—prize, gold badge; p. m., race for six-oared gigs, three miles—prize, a set colors; 34 p. m., race for double-scull shells, two miles prize, gold badge; race for single-scull shells, open working-boats, two miles—prize, gold badge; race for single-scull shells, two miles, open to those who has never won a race—prize, gold badge. The Passaic Riv will be the racing course.

THE EXCISE LAW. The Excise law was vesterday quietly and generally disregarded. Of course there was a pretense of edience, and the closed front door and shut windows was a respectful sop thrown to the exactions of the law

obedience, and the closed front door and shut windows was a respectful sop three was a shield for the many concealed trespassors. Superintendent Jourdan ordered that all places where liquor is soldly kepticlosed from midnight on Saturday until daylight this morning. The police captains and sergeants on Saturday inght visited the liquor dealers and warned them that they would be arrested if there was an infraction of the order. The larger number of liquor stores consequently were apparently closed, but that the side and rear doors were onen and liquor abundantly plentiful, and violators of the Excise Law numerous, is well proven by this list of persons who were arrested.

Yesterday, between the hours of 6 o'clock a. m. and 9 o'clock p. m., the police arrested for intoxication 48 men, 12 women; disorderly—15 men, 3 women; violation of the Excise law—25 men. Total number of arrests, 146. Arrests last Sunday, 91. The increase is a strange commentary on the enforcement of the law. Many of those arrested were drunk because as they said the next day was the Fourth. Drunkenness was a badge of loyalty, and the overflowing bowl was exuberant patrictism. Those provident tippers who have to take eye-openers and nightcaps every day in the year had stored enough of their beverage to last over the Sunday, and so were prepared to enjoy themselves at their homes. There was more convivality yesterday, and a greater efficiency on the part of the police, than has been exhibited for a long time. The difference rest in that hitherto lawlessness has been winked at, and now it is punished. There was no more misbehavior yesterday, only there was an exposure of what is generally hidden.

# e three banks in Denver ship uring the

....One hundred and seventy-five Chinese have arrived at New Orleans, via the Pacific Railroad, to work on plantations During Friday and Saturday 767 Chinamen ar-

Plentiful showers of rain have fallen in New Mexico, and the crops, which were at one time regarded as almost a failure, give promise of an average yield.

Saturday was the hottest day of the season in Calbornia. The thermometer marked 38° in the shade in San Francisco, and 115° in the interior of the State.

... The business of the United States Branch Mint at San Francisco for the facel year ending June 30, 1870, was \$100, 505,706, being an increase of \$15,33,200 ever 1950. The Districts of the fixed year ending June 30, 1870, was \$100.55, being an increase of \$15.57, 200 ever 1869.

Several thousand persons yesterday witnessed remonies of the blessing of a new Catholic cemetery four miles from more. The Eight Rev. Bishop Foley of Chicago officiated.

... The State Women's Suffrage Association has sped Histhern's Village Hell at Saratoga for a convention on Thurs-and Friday, July 28 and 29. All the leading speakers are expected to .The New-Hampshire Legislature adjourned six

... The first grand bail of the season at Saratoga will be given in the Congross Hell influence to neurons examing. This room has been ferescood and decorated at a cost of about \$42,000 ance last reason. Beta-stein's full orchestra will furnish the music. .The Tennessee House of Representatives have the tease bill directing the Attorner-General to bring such ancery Court of Nashville against the Problem, Directors and blers of the Tennessee and Pacific Kailroad Company for the refit the State bonds slieged to have been translulently obtained from authorities.

the state authorities.

A company of Mexicans are organizing an association at los Angeles, Cal., for the purpose of establishing colonies north and south of the City of Acquies, in the State of Georgeo, in Mexico. The Mexican Government guarantee protection to such sertiers, and exemption from transition and duties on imports of mining and agricultural implements for five years. The titles to the lands are good.

had more than 50 passengers, and a large and valuable freight. Scores of friends on the wharf bade us adien as we cast off, and as we passed Castle Pinckney we could still see the waving of their handkerchiefs as their last farewell. The prospect for a pleasant and quick voyage never seemed better. For days the weather had been most proprtious, and the indicator on the dial of the Captain's barometer pointed to the pleasing prediction, "Set Fair."

OUR VESSEL.

The Tennessee was one of two large and splendid iron steamers built for the Government at Philadelphia during the last year of the war. Both were subsequently purchased by the New-York and Charleston Steamship Company, and by them altered for the merchant service. The Tennessee registered 1,700 tuns burden, and was constructed with watertight compartments, which rendered it almost im possible for her to sink as the result of accident. Below decks, steam pipes extended from the boilers to each part of the vessel, that steam might be used in aid of the pumps to ward off peril by fire. Everything about the craft was trim and neat, and mutua friends sat down together on the hurricane deck and glibly talked of a jolly time, with the prospect of an exemption from sea-sickness by reason of the placid surface of the ocean. The freight consisted mainly of cotton, though there was some rice and rosin, and between decks, there was stowed many wagon-loads of green vegetables for the New-York market.

After supper many of the passengers returned to the deck and there remained until the light on Cape Romain was seen off our port bow. One by one they retired to their staterooms. Mine was situated amidships just abaft the wheels. The night was un comfortably warm. I courted sleep in vain. My room-mate was a son of Gen. William Gurney, formerly of New-York, but now a merchant in Charles-

# About 121 o'clock we were both aroused by the

noise of seamen rushing past our stateroom with rapid and heavy tread. "Get out that hose, lively, boys!" we heard uttered

in a subdued tone, by an officer. In a moment more, coils of hose were unrolled along the deck. We sprang from our berths and harriedly put on our garments. A passenger-the first who had got forward whence the alarm camepassed by our door on his return.

"What's the matter !" eagerly asked young Gur-

"I think she's caught-they are getting ready to pump water down her hold," was the significant re-In a few minutes we were dressed and forward.

Other passengers, to the number of a half adozen, oon followed. From the movements we saw that there was a fire in the forward-hold, but, after hasty consultation, we determined not to arouse the other passengers until we saw that the danger was near. Two or three minutes before we were startled by

the noise outside, Mr. Kane, the second assistant-engineer, who was then on duty, smelt smoke coming from the direction of the fire-room forward, and he inquired of the firemen if there was any waste burning therein. As nothing was found, he passed around through an alley-way that led from the fire-room t the forward-hold, and on looking through a small aperture in the iron bulkhead he saw smoke and flame beyond. It required but a minute to turn the steam into the hold, and inform Mr. Collins, the second-mate, who was officer of the deck. Then the steam-pumps were set to work, and immediately four streams of water were poured into the hold. In the mean time Capt. Chichester, chief mate Becket, and all of the officers and crew, had reached

the deck. about thirty miles from shore, about east-north-east from Cape Remain, and steaming up the coast in a general north-easterly direction. Capt. Chichester at once ordered her course changed to north-northwest, to head her directly toward the land.

THE FIRE. lower forward hatches were opened, and jumping down upon the lower deck the officers and men could see fire in the cotton stowed in the hold, apparently three or four bales forward of the batch. By this time the hose had been connected with the handpump on deck, and with eight stalwart seamen at the brakes two additional streams of water were turned from the lower deek to the point where the cotton was seen burning. But smoke and steam came through the hatch in dense volumes nearly stifling those who were holding the discharge pipes below, and soon they were compelled to ascend. A few minutes later, as I looked below, a bright light flashed from the lower hold, and immediately after the flames swept out from under the lower deck. Men again jumped down to the lower deck and made an effort to close the batch, but the heat was so intense and the smoke so dense in volume that they were driven above in an almost suffocated condition. Sails had been unbent, and soon these were wet and lowered over the open hatch, which was soon securely covered with a half-dozen thicknesses of drenching sail-cloth. Then the upper hatch was closed, and through it a hole was quickly cut with an ax, through which two streams of water were

turned upon the canvass below. THE ORDEAL OF SMOKE AND STEAM. With the closing of the hatches, smoke and steam were forced through the bulkhead into the fire and engine rooms. The heat was great and could barely be endured; but the smoke nearly blinded the eyes of the engineers and firemen, and in the course of an hour they were compelled to divide their force into short reliefs, each one taking 15-minute turns below in succession. The volume of steam and smoke gradually increased, and efforts were made to stop the orifices in the bulkhead through which it came. In plugging up one of them Mr. Kane was overcome with the intense heat, and fainted. He was lifted by others and taken to the upper deck, where, in half an hour, he had sufficiently recovered to resum

his duties.

When the flames flashed up from the hold, as I have described, the few passengers who were up deemed it prudent to awaken the others. This was quietly accomplished, and, though intense alarm was felt, yet the assurances we gave of safety which we did not feel ourselves tended to prevent a panic. Sarments were quickly put on, and life-preservers rought out and tied around the waists of the pas sengers. The few of us who had been forward talked like oracles to the others, using all the sailor vernacular we knew, and a good deal that we did not know, about the coast, and the bearings, and the life-beats and their carrying capacity, and the steam jets, and the buikheads, and the depth of water, and the absolute certainty that the fire was being put out, and the probability that we would go on to New-York with the steamer, and not be compelled to rely upon our life-saving appliances at all except to keep up our courage. I question whether our words were comprehended even by ourselves; but as the general idea conveyed was that there certainly was no immediate danger, and as this was confirmed by the statements of the officers, I have no doubt that some of the passengers will go down to their graves under the delusion that we, who talked so learnedly on subjects we knew nothing about, were profoundly versed in the theory and practice of

Some of the passengers, and among them adies ascended the hurricane ieck. The prospect was dis